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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/823,469	04/13/2004	Sanjeev M. Naik	GP-303757	4574
7590 KATHRYN A MARRA General Motors Corporation Legal Staff, Mail Code 482-C23-B21 P.O. Box 300 Detroit, MI 48265-3000			EXAMINER NGUYEN, XUAN LAN T	
			ART UNIT	PAPER NUMBER
			3683	
SHORTENED STATUTORY PERIOD OF RESPONSE		MAIL DATE	DELIVERY MODE	
3 MONTHS		01/10/2007	PAPER	

Please find below and/or attached an Office communication concerning this application or proceeding.

If NO period for reply is specified above, the maximum statutory period will apply and will expire 6 MONTHS from the mailing date of this communication.

Office Action Summary

Application No.

10/823,469

Applicant(s)

NAIK ET AL.

Examiner

Lan Nguyen

Art Unit

3683

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --
Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) ☒ Responsive to communication(s) filed on 22 November 2006.
- 2a) ☒ This action is **FINAL**. 2b) ☐ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) ☒ Claim(s) 1-22 is/are pending in the application.
- 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
- 5) ☐ Claim(s) _____ is/are allowed.
- 6) ☒ Claim(s) 1-22 is/are rejected.
- 7) ☐ Claim(s) _____ is/are objected to.
- 8) ☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☒ The drawing(s) filed on 30 November 2005 is/are: a) ☒ accepted or b) ☐ objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some * c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
2. ☐ Certified copies of the priority documents have been received in Application No. _____.
3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- 1) ☐ Notice of References Cited (PTO-892)
- 2) ☐ Notice of Draftsperson's Patent Drawing Review (PTO-948)
- 3) ☐ Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)
Paper No(s)/Mail Date _____
- 4) ☐ Interview Summary (PTO-413)
Paper No(s)/Mail Date. _____
- 5) ☐ Notice of Informal Patent Application (PTO-152)
- 6) ☐ Other: _____

DETAILED ACTION

Claim Rejections - 35 USC § 112

1. The following is a quotation of the first paragraph of 35 U.S.C. 112:

The specification shall contain a written description of the invention, and of the manner and process of making and using it, in such full, clear, concise, and exact terms as to enable any person skilled in the art to which it pertains, or with which it is most nearly connected, to make and use the same and shall set forth the best mode contemplated by the inventor of carrying out his invention.

2. Claims 1-13 and 17-22 are rejected under 35 U.S.C. 112, first paragraph, as failing to comply with the written description requirement. The claim(s) contains subject matter which was not described in the specification in such a way as to reasonably convey to one skilled in the relevant art that the inventor(s), at the time the application was filed, had possession of the claimed invention. The claimed feature "a brake actuation module having a direct signal line to each of the first and second supervisory controllers and the monitoring controller" was not described in the specification in such a way as to reasonably convey to one skilled in the relevant art that the inventor(s), at the time the application was filed, had possession of the claimed invention. Claims 1-13 and 17-22 are being treated as not having the amendment.

3. The following is a quotation of the second paragraph of 35 U.S.C. 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

4. Claims 14-16 are rejected under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. The claimed feature "wherein the first and second supervisory controllers and the monitoring controller comprise substantially identically

constructed control modules" is indefinite. It is understood that the instant invention employs two supervisory controllers to control the brake system and one monitoring controller to monitor faults in the two supervisory controllers. Since the monitoring controller performs a different task than the two supervisory controllers, it is rather contradictory to claim that the three controllers to be substantially identical. Claims 14-16 are being treated as not having the amendment.

Claim Rejections - 35 USC § 103

5. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

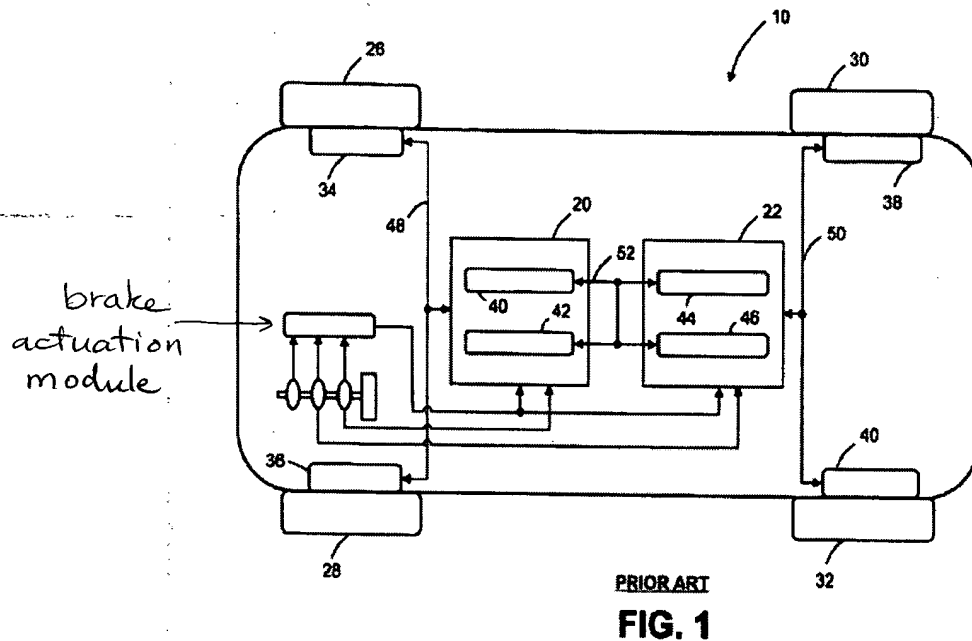
(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

6. Claims 1-12, 14, 17 and 20-22 are rejected under 35 U.S.C. 103(a) as being unpatentable over Applicant's admitted Prior Art of Figure 1 in view of Kato et al. (USP 5,548,601).

Re: claim 1, Figure 1 of the admitted Prior Art teaches a brake control system, as in the present invention, comprising: a first pair of brake control units 34, 36; a second pair of brake control units 38, 40; a first brake control bus 48 which is operatively connected to each of the respective ones of said first pair of brake control units; a second brake control bus 50 which is operatively connected to each of the respective ones of said second pair of brake control units; a first supervisor controller 20 which is operatively connected to said first brake control bus and adapted to control each of the

respective ones of said first brake control unit pair through said first control bus; a second supervisory controller 22 which is operatively connected to said second brake control bus and adapted to control each of the respect ones of said second brake control unit pair through said second control bus; a controller bus 52 which is operatively connected to each of said first supervisor controller and said second supervisory controller; and a brake actuation module in signal communication and adapted to provide a brake signal to each of the first and second supervisory controllers as marked in figure 1 below. Figure 1 of the admitted Prior Art lacks a monitoring controller which is operatively connected to said controller bus and adapted to monitor the performance of said first supervisory controller, said second supervisor controller, said first brake control bus, and said second brake control bus. Kato et al. teach the concept of a monitoring controller 80, 85 which is operatively connected to said controller bus Td1, Td2 and adapted to monitor the performance of said first supervisory controller CPU1, said second supervisor controller CPU2, said first brake control bus Td1, and said second brake control bus TD2, as shown in figure 5 and column 7, line 30, in order to improve the ability to detect fault in a brake system to provide more reliable control to the brake system. Kato also shows monitoring controller 80, 85, first and second supervisor controllers CPU1, CPU2, each signally connected to a brake actuation module U in figures 1 and 3 of Kato. Kato further teaches in column 8, lines 8-12 that the monitoring controller is employed in actual slip control. It would have been obvious to one of ordinary skill in the art at the time the invention was made to have modified Figure 1 of the admitted Prior Art to include a monitoring controller such as

taught by Kato in order to improve the ability to detect fault in a brake system to provide more reliable control to the brake system.



Re: claims 2 and 20, Kato further teaches a brake control cutoff module 90, said module operatively connected by at least one controller signal line, signal line to A (abnormal condition), to said monitoring controller, said module also operatively connected by a first brake control line to said first pair of brake control units and by a second brake control line to said second pair of brake control units as shown in figure 1 of Kato, wherein said brake control cutoff module is adapted to receive a control input signal from said monitoring controller and selectively provide a control output signal to one of said first brake control unit pair and said second brake control unit pair, and

wherein the control output signal comprises a cutoff command to the one of said pairs receiving the control output signal, as shown in column 7, lines 49-54.

Re: claims 3 and 4, Kato further shows the brake control cutoff module comprises a latching relay having embedded control logic to control the latching of the relay in column 7, lines 49-54.

Re: claim 5, Kato shows in figure 1, the at least one signal line comprises a first logic line and a second logic line, and wherein the first logic line may be selectively operatively connected through the control logic to the first brake control line and the second logic line may be selectively operatively connected through the logic to the second brake control line.

Re: claim 6, Kato further shows a brake control cutoff module 90, said module operatively connected by at least one controller signal line to said monitoring controller, shown as signal line to A (abnormal condition), said module also operatively connected by a first brake control line to a first bus control which is operatively connected to said first brake bus and by a second brake control line to a second bus control which is operatively connected to said second brake bus, wherein said brake control cutoff module is adapted to receive a control input signal from said monitoring controller and selectively provide a control output signal to one of said first bus control and said second bus control, and wherein the control output signal comprises a cutoff command to the one of said first bus control and said second bus control receiving the control output signal, as stated in column 7, lines 49-54.

Re: claims 7 and 8, wherein the brake control cutoff module comprises a latching relay having embedded control logic to control the latching of the relay in column 7, lines 49-54.

Re: claim 9, Kato further shows in figure 1, wherein the at least one signal line comprises a first logic line and a second logic line, and wherein the first logic line may be selectively operatively connected through the control logic to the first brake control line and the second logic line may be selectively operatively connected through the control logic to the second brake control line.

Re: claim 10, Kato further shows a means for selectively disabling one of said first pair of brake control units and said second pair of brake control units in column 8, lines 8-11, said means in signal communication with said monitoring controller, said means connected by a first signal line to and in signal communication with said first pair of brake control units and connected by a second signal line to and in signal communication with said second pair of brake control units, said means adapted to receive a control input signal from said monitoring controller and communicate a control output signal in response thereto to disable one of said first brake control unit pair and said second brake control unit pair.

Re: claim 11, Kato further shows said monitoring controller is adapted to provide a warning indication using warning light 102 to an operator in the event that one of said first brake control unit pair and said second brake control unit pair is disabled.

Re: claim 12, Figure 1 of the admitted Prior Art in combination with Kato shows said first supervisory controller and said monitoring controller comprise a first fail-silent

pair and said second supervisory controller and said monitoring controller comprise a second fail-silent pair in that said monitoring controller is monitoring the performance of the first and second supervisory controller to detect abnormal condition and disabling one of the supervisory controller when an abnormal condition is detected, as stated in column 8, lines 8-11.

Re: claims 21 and 22, Figure 1 of the admitted Prior Art shows all the claimed features of claims 21 and 22.

Re: claim 14, Figure 1 of the admitted Prior Art shows a brake control system, comprising: a first pair of brake control units 34, 36, a second pair of brake control units 38, 40, a first brake control bus 48 which is operatively connected to each of the respective ones of said first pair of brake control units, a second brake control bus 50 which is operatively connected to each of the respective ones of said second pair of brake control units; a first supervisory controller 20 which is operatively connected to said first brake control bus and adapted to control each of the respective ones of said first brake control unit pair through said first control bus; a second supervisory controller 22 which is operatively connected to said second brake control bus and adapted to control each of the respect ones of said second brake control unit pair through said second control bus; a controller bus 52 which is operatively connected to each of said first supervisory controller and said second supervisory controller; a brake actuation module in signal communication and adapted to provide a brake signal to each of the first and second supervisory controllers as marked in figure 1 above. Figure 1 of the admitted Prior Art lacks the monitoring controller and a cut off module as claimed. Kato

et al. teach and a monitoring controller 80, 85 which is operatively connected to said controller bus and adapted to monitor the performance of said first supervisory controller, said second supervisory controller, said first brake control bus, and said second brake control bus; and a brake control cutoff module 90, said module operatively connected by at least one controller signal line to said monitoring controller, said module also operatively connected by a first brake control line to said first pair of brake control units and by a second brake control line to said second pair of brake control units, wherein said brake control cutoff module is adapted to receive a control input signal from said monitoring controller and selectively provide a control output signal to one of said first brake control unit pair and said second brake control unit pair, and wherein the control output signal comprises a cutoff command to the one of said pairs receiving the control output signal, as stated in column 7, line 30 and lines 49-54, in order to improve the ability to detect fault in a brake system to provide more reliable control to the brake system. Kato also shows monitoring controller 80, 85, first and second supervisor controllers CPU1, CPU2, each signally connected to a brake actuation module U in figures 1 and 3 of Kato. Kato also teaches in column 8, lines 8-12 that the monitoring controller would be employed in an actual slip control. It would have been obvious to one of ordinary skill in the art at the time the invention was made to have modified Figure 1 of the admitted Prior Art to include a monitoring controller such as taught by Kato in order to improve the ability to detect fault in a brake system to provide more reliable control to the brake system.

Re: claim 17, the discussion of the rejection of claim 14 meets all the limitations of claim 17.

7. Claims 13, 15, 16, 18 and 19 are rejected under 35 U.S.C. 103(a) as being unpatentable over Applicant's admitted Prior Art of Figure 1 in view of Kato et al. (USP 5,548,601) and further in view of Weiberle et al. US 2003/0006726 A1).

Re: claim 13, the brake control system, as rejected in claim 1, lacks the claimed three signals from three sensors of claim 13. Weiberle et al. teach the use of three sensors to provide an accurate detection of the driver's operating braking command. It would have been obvious to one of ordinary skill in the art at the time the invention was made to have further modified Figure 1 of the admitted Prior Art to include a third sensor as taught by Weiberle in order to accurately detect the driver's operating braking command.

Re: claim 15, the brake control system, as rejected in claim 14, lacks the claimed three signals from three sensors of claim 15. Weiberle et al. teach the use of three sensors to provide an accurate detection of the driver's operating braking command. It would have been obvious to one of ordinary skill in the art at the time the invention was made to have further modified Figure 1 of the admitted Prior Art to include a third sensor as taught by Weiberle in order to accurately detect the driver's operating braking command.

Re: claim 16, Figure 1 of the admitted Prior Art in combination with Kato shows said first supervisory controller and said monitoring controller comprise a first fail-silent pair and said second supervisory controller and said monitoring controller comprise a

second fail-silent pair in that said monitoring controller is monitoring the performance of the first and second supervisory controller to detect abnormal condition and disabling one of the supervisory controller when an abnormal condition is detected, as stated in column 8, lines 8-11.

Re: claim 18, the brake control system, as rejected in claim 17, lacks the claimed three signals from three sensors of claim 18. Weiberle et al. teach the use of three sensors to provide an accurate detection of the driver's operating braking command. It would have been obvious to one of ordinary skill in the art at the time the invention was made to have further modified Figure 1 of the admitted Prior Art to include a third sensor as taught by Weiberle in order to accurately detect the driver's operating braking command.

Re: claim 19, Figure 1 of the admitted Prior Art in combination with Kato shows said first supervisory controller and said monitoring controller comprise a first fail-silent pair and said second supervisory controller and said monitoring controller comprise a second fail-silent pair in that said monitoring controller is monitoring the performance of the first and second supervisory controller to detect abnormal condition and disabling one of the supervisory controller when an abnormal condition is detected, as stated in column 8, lines 8-11.

Response to Arguments

8. Applicant's arguments filed 11/22/06 have been fully considered but they are not persuasive. Applicant pointed out paragraphs 0015 and 0023 to provide supports for

the amendments to claims 1 and 17. Paragraphs 0015 and 0023 have been reviewed but found no support as pointed out by Applicant. Hence, claims 1-13 and 17-22 have been rejected for introducing new matter above. Applicant also pointed to paragraph 0018 to provide support for the amendment to claim 14. As explained above, since the monitoring controller performs a different task than the two supervisory controllers, it is rather contradictory to claim that the three controllers to be substantially identical.

Conclusion

9. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire **THREE MONTHS** from the mailing date of this action. In the event a first reply is filed within **TWO MONTHS** of the mailing date of this final action and the advisory action is not mailed until after the end of the **THREE-MONTH** shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than **SIX MONTHS** from the date of this final action.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Lan Nguyen whose telephone number is (571) 272-

7121. The examiner can normally be reached on Monday through Friday, 7:30am to 4:00pm.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, James McClellan can be reached on (571) 272-6786. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

Lan Nguyen
Primary Examiner
Art Unit 3683

 12/18/06